

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	3,663 tons.....	Captain H. D. Jones.
"POWAN".....	3,358 "	R. D. Thomas.
"FATSHAN".....	2,260 "	W. A. Valentine.
"HANKOW".....	1,073 "	C. V. Lloyd.
"KINSHAN".....	1,095 "	J. J. Lorius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,903 tons.....	Captain W. R. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M. and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M. and 10.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M. and 10.30 A.M.		

FARES:—Canton to Macao Single \$15.00. Return \$15.00.
Canton to Tak Hing Single \$12.50. Return \$12.50.
Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....	Capt. B. Branch.	S.S. "SANUI".....	Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shiu-shing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING".....	Capt. R. Birss.	S.S. "HONGKONG".....	Capt. Maxfield
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk, and Kungmoon. Returning daily (Monday excepted).			

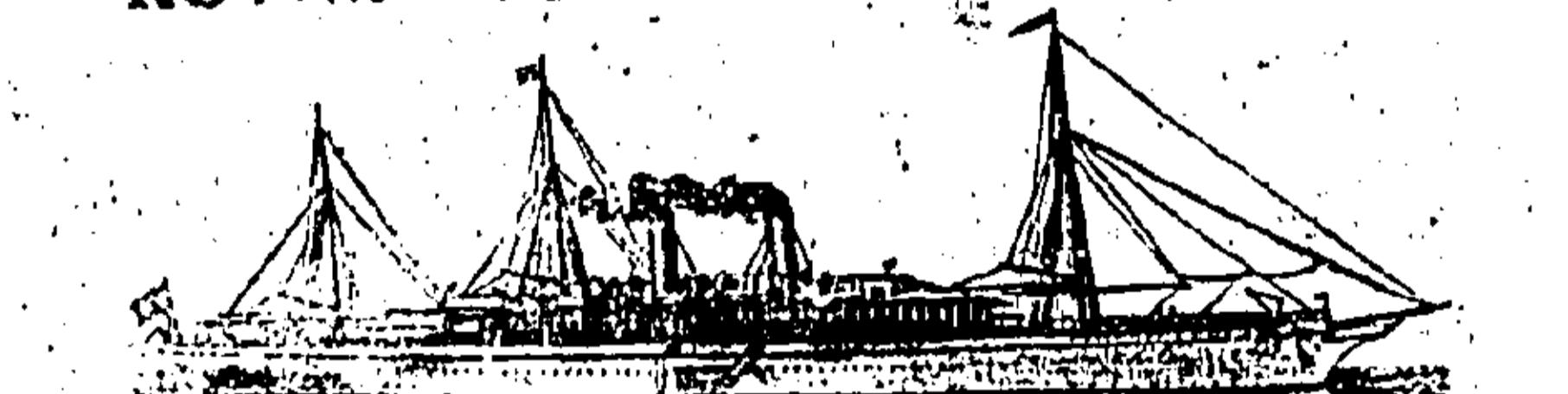
FARES:—Hongkong to Kong Moon Single \$6.00.
Hongkong to Kunchuk Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD., Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 10th May.
"ATHENIAN".....	2,440 "	WEDNESDAY, 24th May.
"EMPEROR OF CHINA".....	6,000 "	WEDNESDAY, 31st May.
"EMPEROR OF INDIA".....	6,000 "	WEDNESDAY, 21st June.
"TARTAR".....	4,425 "	WEDNESDAY, 5th July.

"EMPEROR OF JAPAN"..... 6,000 " WEDNESDAY, 12th July.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, G.A.S., H.M. Books, Rates of Freight and Passage, apply to

D. W. C. ADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 26th April, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

STEAMERS. DESTINATIONS. SAILING DATES.

NASSOVI.....	HAVRE AND HAMBURG. (Calling at SINGAPORE & COCHIN.)	27th April.	Freight.
SERBIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	30th April.	Freight.
JACOB.....	HAVRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	2nd May.	Freight and Passengers.
SLAVONIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	10th May.	Freight and Passengers.
SEGOVIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	10th May.	Freight.
SENEGAMBIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	20th May.	Freight.
C. FRED. LAESIS.....	HAVRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	13th June.	Freight.
BRISGAVIA.....	HAVRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	27th June.	Freight.
NUBIA.....	NEW YORK VIA SUEZ. Habel with liberty to call at the Malabar coast.	3rd May.	Freight.

For further particulars, apply to

HAMBURG-MERIK LINIE,

HONGKONG OFFICE, No. One's Buildings.

Hongkong, 20th April, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate, and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[47]

IMPERIAL GERMAN MAIL LINES. THE YOKOHAMA DOCK CO., LTD.

NORDDEUTSCHER LLOYD BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTINE, BLACK SEA AND BALTIC PORTS, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PREUSSEN.....	WEDNESDAY, 10th May.
ROON.....	WEDNESDAY, 24th May.
BAVARIA.....	WEDNESDAY, 7th June.
ZIETEN.....	WEDNESDAY, 31st June.
DARMSTADT.....	WEDNESDAY, 5th July.
SACHSEN.....	WEDNESDAY, 19th July.
SCHAHNHORST.....	WEDNESDAY, 16th August.
PRINZ HEINRICH.....	WEDNESDAY, 10th August.
PRINZ EITZEL FRIEDRICH.....	WEDNESDAY, 13th September.
PREUSSEN.....	WEDNESDAY, 27th September.
ROON.....	WEDNESDAY, 25th October.
BAVARIA.....	WEDNESDAY, 8th November.
ZIETEN.....	WEDNESDAY, 22nd November.
SACHSEN.....	WEDNESDAY, 6th December.
PRINZ REGENT LUFTPOLD.....	WEDNESDAY, 20th December.
PRINZ HEINRICH.....	

O. WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 8th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 9th May, and Parcels will be received at the Agents' Office until Noon on TUESDAY, the 9th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship "PRINZ WALTER MAR," Captain Woltman, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS. SAILING DATES.

KOBE & YOKOHAMA	PRINZ SIGISMUND	T
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Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

FURNISHING
DEPARTMENT.
(FIRST FLOOR BY LIFT.)

NOW ON SHOW.
A Splendid New Lot of
Pretty

LAMP
AND
ELECTRIC-
LIGHT
SHADES.

Highest Grade
obtainable.

DAINTY
TEA COSIES.
CHIC
TABLE COVERS.
ELEGANT
LACE
BEDSPREADS
with Pillow Shams
to match.

A Large Selection of
the Newest

ART
CRETONNES
AND
SATEENS.
CUSHION
COVERS
in large variety.

A range of Atkin's
Patent

SAFETY
FILTERS

Newest Patent

WRINGERS
from \$8.50 to \$15 each.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.
Hongkong, 16th April, 1905.

Intimations.

SANITARY BOARD OFFICE,
Hongkong.TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS and
VENTILATION-BY-LAW (as amended)
every Domestic Building or part of such Building
within the CENTRAL DIVISION of the CITY
of VICTORIA and the WESTERN DIVISION of
KAU-LUNG occupied by members of more
than one family must be Cleaned and Lime-
washed "THROUGHOUT" by the owner
during the months of March and April.

N.B.—The word "Throughout" used in this
notice means that the Houses should be Lime-
washed in respect of all the Walls of each
Room and Staircase, all Cubicle Partitions, Stair
Casings and Stair Linings, all Ceilings and the
Undersides of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandas.

The Back Yard should have its containing
Walls Lime-washed up to the level of the first
floor.

Carved, Painted or Polished Woodwork in
good condition, however, need not be Lime-
washed but must be Cleaned.

The Central Division of the City lies between
Gilmour Street and Peel Street on the East and
Tank Lane and Cleverley Street on the West.
Kau-Lung is divided into the Eastern and the
Western Divisions by Robinson Road and a
straight line drawn from the north end thereof
through the Yau-mai-ti service reservoir to the
northern boundary of Kau-Lung.

G. N. ORME,
Secretary.
Dated this 31st day of March, 1905. [506]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL
MEETING OF MEMBERS will be held
in the CITY HALL, on SATURDAY, the 29th
April, 1905, at 3:30 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per
Cent. upon contributions for the year
1904 has been declared.

WARRANTS will be issued on the 3rd May.

By Order of the Board,
C. MONTAGUE EDF,
Acting Secretary.
Hongkong, 13th April, 1905. [473]

THE YANGTSZE INSURANCE

COMPANY.

NOTICE TO SHIPPERS.

A N EXPERT TYPEWRITER. Good
Salary to a Quick Worker,
JOHNSON, STOKES AND MASTER,
Hongkong, 31st March, 1905. [430]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES, and
CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S.S. CO., BOSTON
STEAMSHIP AND TOWBOAT CO., OCEAN
S. CO. and CHINA MUTUAL S. N. CO.

For further particulars, apply at the Com-
pany's Local Branch Office in PRINCE-
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th March, 1905. [68]

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A. S. MIHARA,
Manager.

Hongkong, 29th March, 1905. [68]

THE BALTIC FLEET.

The following is the composition of the
Squadron:

BATTLESHIP.

Sissoi Veliki, Battleship, 8,800 tons, 10
knots.

CRUISERS.

Aurora, 1st class protected cruiser, 6,000
tons, 20 knots.

Almas, Protected cruiser, 3,285 tons, 10
knots, (intended to be used as a yacht for the
Viceroy of Russian China).

Admiral Nachimoff, Armoured cruiser, 8,000
tons, 10 knots.

Dmitri Donatoff, Armoured cruiser, 5,000
tons, 15 knots.

Izomrud, 2nd class protected cruiser, 3,100
tons, 24 knots.

Zemtchug, 2nd class protected cruiser, 3,100
tons, 24 knots.

Oleg, 1st class protected cruiser, 6,675 tons,
23 knots.

Rust, cruiser yacht presented to Russian
navy by Count Stroganoff.

CONVERTED CRUISERS.

Furtsch, Bismarck, Hamburg-American liner,
10,500 tons, 19 knots.

Augusta Victoria, Hamburg-American liner,
10,300 tons, 19 knots.

Kaisserin Maria Theresia, North German
Lloyd, 8,300 tons, 20 knots.

Kaiser, Frederick, North German Lloyd,
12,000 tons, 19 knots.

Rion (formerly Smolensk) Russian Volunteer
Fleet, 12,000 tons, 20 knots.

Destroyers, Saved.

NON-COMBATTANT VESSELS.
(Under Russian Commercial Flag.)

Orel, (Hospital ship) Russian Volunteer
Fleet, 10,000 tons, 19 knots.

Jabslav, Russian Volunteer Fleet, 8,600
tons, 12 knots.

Kief, Russian Volunteer Fleet, 10,500 tons,
13 knots.

Tambov, Russian Volunteer Fleet, 8,600
tons, 12 knots.

Veronej, Russian Volunteer Fleet, 10,000
tons, 13 knots.

Vladimir, Russian Volunteer Fleet, 10,000
tons, 13 knots.

Jupiter Russian S. N. Navigation Co., 4,000
tons, 13 knots.

Mercury, Russian S. N. Navigation Co., 4,000
tons, 13 knots.

Meteore, Russian S. N. Navigation Co., 4,200
tons, 13 knots.

Kores, East Asiatic S. N. Co., 6,200 tons,
14 knots.

Kitai, East Asiatic S. N. Co., 4,600 tons,
13 knots.

Knias Gorchakoff, North Baltic S. S. Co.,
3,300 tons, 12 knots.

Estimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E
BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & CO.,
LIMITED,

Hongkong, 1st April, 1905.

THERE IS ONLY ONE

CLUB No. I

WHISKY SOLD IN THE COLONY.

WE CALL IT NO. 1 BECAUSE

IT IS SO IN EVERY RESPECT.

IT IS OF GREAT AGE,

MATURED IN SHERRY CASKS,

MEADOW, SLIGHTLY SMOKY

AND DISTILLED FROM PURE MALT.

BESIDES,

IT IS BOTTLED AT HOME

BY THE DISTILLERS.

DO NOT FORGET

WHAT THIS MEANS.

\$18.00 PER DOZ.

GREGOR & CO.,

QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Hongkong, 24th April, 1905.

NOTICE
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee Hong Kong Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to
the Manager, 1, Lee Hong Kong Road, and
should be accompanied by the Writer's Name and
Address.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional.
The daily issue is delivered free, when the address is
accessible to messenger. One copy sent by post, an
additional \$1.50 per quarter is charged, in postage.

The postage on the weekly issue to any part of the
world is 50 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-
cents.

BIRTH.

On April 19th, at "F. Ivy Glen" River Valley
Road, Singapore, the wife of F. KRARUP of a
daughter.

MARRIAGE

EDWARDS BAIN.—On the 26th inst., at St.
John's Cathedral, Hongkong, by the Right
Rev. the Bishop of Victoria, assisted by the
Rev. F. T. Johnson, M.A.; GILBERT HAMILTON,
eldest son of the Rev. Gilbert Edwards, M.A.,
of G. Haseley, Oxon, to FLORENCE MABEL,
daughter of George Murray Bain, Esq., Hong-
kong. [53]

DEATH.

On the 23rd instant, at Marseilles, J. L.
HOUSTON, Aged 50. [53]

The Mitsui Bussan Kaisha forward us copies
of the 45th annual report for the year ending
the 31st December, 1904, by the Tokio Marine
Insurance Company, Ltd., of Tokio, which they
are representing in this port. Attention is
drawn to the fact that the Company transacts
Marine Insurance Business only and also that
its surplus funds now stand at Yen 1,500,000.

Mr. John Elbert Wilke, the chief of the United
States Secret Service, and one of the most
eminent national detectives in the world, is
going to the Philippines. He has sailed already
for Manila. Chief Wilke was at the request of
the Secretary of War to investigate the actions
of counterfeiters in the islands. It is said that
since the currency has gone into effect, there
have been many counterfeits of the bills in cir-
culation.

EVIDENCE

The British steamer *Oakley* has been defi-
nitely confiscated at Sasebo.

It is intimated for the information of coast-
ing steamers and others that the lights dis-
played by the dredger *St. Dunstan* while at
her station south of Lukungiao, moored head
and stern, will be in future three white lights
in the form of a triangle, at the top of the lard-
er hoist, instead of the three vertical white
lights previously shown.

THE ATTENTION of the *Nagasaki Press* has
been called by H.M.M.'s Consul to the fact
that, at Sasebo, there is a Dockyard regulation
by which application for admission must be
made with 24 hours' notice by persons who
may have occasion to enter the Dockyard pre-
cisely at the time of the trials. As this regulation affects persons having
business with the Price Court the widest
publicity is desirable in the interests of ship-
owners and underwriters.

THE CREW OF THE S.S. "HARDARTON."

The *Japan Mail* states that the deadlock in
the arrangements for the transference of the
crew to England of the steamer *Hardart*, the
captured blockade runner, has been removed,
and the men left Yokohama by the Ocean
Steamship Company's steamer *Tydeus* for
Liverpool. The men had made a protest to the
Captain that they would all adhere to their de-
termination to contest the issue raised as to
the payment of the wages, and representations
were about to be made to the British Minister
by a few of the more enthusiastic of them, but
early on Monday cabled instructions were
received, and the men were summoned to the
Consulate. They then signed off the articles
to be paid their full wages up to the time of
their arrival in England, and with a small ad-
vance, for necessities during the voyage, the
men boarded the *Tydeus* and left port as above
stated.

SURVEY WORK IN THE INDIAN OCEAN.

H.M.S. *Sealark*, a yacht recently purchased

by the Admiralty to carry out surveying

recently arrived in Colombo, under the command

of Capt. B. T. Sammerville. The *Sealark* has

for the last 6 months been in the Red Sea

and round about Suakin, carrying out survey-
ing work. From Colombo she will convey a

scientific party of the Royal Society, who are to
be in charge of Professor Stanley Gardner.

They will carry out scientific operations on

different islands in the Indian Ocean. In ad-
dition to this work the *Sealark* will carry on

dredging operations and also do surveying

work in the Indian Ocean. The places she

will touch will include Diego Garcia, Mauritius

and Seychelles and then return to Colombo.

According to present arrangements, she will

have to finish off her work in the Indian Ocean

before the end of August, so as to be in Colom-

bo in October and then start on the survey of

the south coast of Ceylon. An officer on board

said that the work will last a considerable time.

All depends on how the *Sealark* will behave.

If there is no accident, the work could be done

comparatively quickly. The Scientific party

going from Colombo will only be Professor

Stanley Gardner and another, but some of the

ship's men will help the party in the operations

they are about to carry out on the banks in the

Indian Ocean.

GERMAN STEAMSHIP TRADE TO EAST ASIA.

The Imperial Government has published the

results of the German subsidised lines of steam-
ers going from and to East Asia and Australia

for the past year. Outward and homeward

bound, the traffic amounts to 313,804 tons, of a
value of m. 345,707,000 against 311,558 tons at

a value of m. 331,450,000 for the previous year.

In addition, specie has been shipped to the

amount of m. 23,500,000 against m. 20,200,000

for the year before. Outwards, the traffic amounts
to 166,000 tons, at a value of m. 130,657,000

for the previous year, and homeward bound

147,714 tons, valued at m. 209,811,000, have

been shipped, against 157,830 tons, valued at

m. 208,708,000. The number of voyages have

been 41 outwards and 42 homewards, against

45 in each case for the previous year. The

East Asiatic Line participated in the total

traffic outgoing, the homeward bound to the

value of 170,492 tons, valued at m. 237,081,000

(outwards 161,041 tons, value at m. 208,334,000).

The passenger traffic was as follows:

Passenger traffic in East Asia.

Passenger traffic in Australia.

Passenger traffic in New Zealand.

Passenger traffic in South America.

Passenger traffic in Africa.

Passenger traffic in India.

Passenger traffic in the Far East.

Passenger traffic in the Mediterranean.

Passenger traffic in the Indian Ocean.

Passenger traffic in the Pacific.

Passenger traffic in the Atlantic.

Passenger traffic in the Arctic.

Passenger traffic in the Antarctic.

Passenger traffic in the Southern Ocean.

Passenger traffic in the Indian Ocean.

Passenger traffic in the Pacific.

Passenger traffic in the Atlantic.

Passenger traffic in the Arctic.

Passenger traffic in the Antarctic.

Passenger traffic in the Indian Ocean.

Passenger traffic in the Pacific.

Passenger traffic in the Atlantic.

Passenger traffic in the Arctic.

Passenger traffic in the Antarctic.

Passenger traffic in the Indian Ocean.

Passenger traffic in the Pacific.

Passenger traffic in the Atlantic.

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Passenger traffic in the Pacific.

Passenger traffic in the Atlantic.

Passenger traffic in the Arctic.

Passenger traffic in the Antarctic.

Passenger traffic in the Indian Ocean.

Passenger traffic in the Pacific.

Passenger traffic in the Atlantic.

Passenger traffic

TELEGRAMS.

[Reuter's.]

The Resignation of M. Delcasse.

London, 24th April.

M. Delcasse has withdrawn his resignation, but he insists that he must be in complete harmony with the Cabinet on the subject of foreign policy. Satisfactory assurances have been given him to that effect.

Russian Admiral Ill.

It is stated in Saigon that Admiral Rozhdestvensky is suffering from dysentery.

Fleet Sails North.

Later.

News from Saigon, dated 24th instant, states that the Baltic fleet at Kamranch consisted of 52 ships including transports. The fleet has sailed north with 14 transports; the cruiser *Svetlana* and the hospital ship *Ord* continue near Kamranch, but outside limits.

The French cruiser *Desrives* has sailed for Haiphong where 20 warships were sighted.

SOME IMPRESSIONS ON THE FAR EAST.

A CHAT WITH A WELL-KNOWN AUTHOR.

MR. ARCHIBALD LITTLE IN COLOMBO.

Among those who arrived the other afternoon by the Hamburg-American Line steamer "Rhenania" are Mr. and Mrs. Archibald Little, who are well-known as author and authors of many interesting books on the Far East. Mr. Little touched here in 1899 in the old P. & O. steamer "Malabar," which was wrecked on Point de Galle in the following year, when Lord Elgin and Baron Gros, the British and French Ministers to China were on board; all the passengers were, of course, saved. Mr. and Mrs. Little are friends of Sir Henry and Lady Blake and their disappointment was very great at not being able to go up to Nuwara Eliya to see Their Excellencies owing to the steamer arrangements not suiting them. Mr. Little is the author of "Through the Yangtze Gorges," "Mount Omi and Beyond" and other books on China, while Mrs. Little has written "Intimate China," "The Land of the Blue Gown," besides several novels.

The forthcoming volume of Mr. Mackinder's Geographical series is by Mr. Archibald Little, and is entitled "The Geography of the Further East," and the book is now in the hands of the Clarendon Press.

In course of conversation with an *Independent* representative, last night, reports the *Clyde* *Independent*, Mr. Little said that he has been in China since 1899 and has been taking a trip home every five or six years.

CHINA AND THE WAR.

Talking on Far Eastern affairs, Mr. Little said, "The war does not affect China at all and it has been rather beneficial to trade. Both the Japanese and Russians have sent large sums of money in the Chinese ports, Shanghai, Chifu and Tientsin, and the Chinese Government has taken no part in the war, the profit to the Chinese has been very great, and the same remarks apply to the foreign merchants. Trade has been remarkably good and the demand for British manufactures has never been so great as it is at the present moment. As far as politics go everything is very quiet in China and promises steady progress and new projects for railways and mining enterprises which, when developed, will tend to an increase in the general trade. China, as you know, sympathizes with the Japanese in this war. No doubt it will end in the Japanese influence in China being paramount. Many Europeans living in China fear this result, but if it leads to a greater union among the European Powers, the possible drawback of the trade falling into the hands of the Japanese will be mitigated by the effect of such a union. So far everything points to the Japanese rightly maintaining

THE "OPEN DOOR" FOR ALL.

in all the countries occupied by them, and there is no reason to suppose that they will go back on their engagement to keep the trade open on an equality to all nations. The Japanese are not likely to make peace until they can bring the Russians on their knees and so make it impossible for the Russians to simply make a truce and wait for a more favourable opportunity to re-commence the war. This danger the Japanese are determined to escape; consequently, my own impression is that we shall not see peace for some months to come. The Japanese will not give in until they attain their object and drive the Russians entirely out of Manchuria.

Since the fall of Port Arthur the streets in Shanghai have been crowded with Russians and although they are being shipped off by the Russian Consul there, as fast as steamer accommodation can be obtained, yet the number is so great that the streets have been crowded ever since the beginning of the year. The Russians seem fairly well off and were spending a good deal of money which they accumulated during the siege. Most of them are artisans, camp followers and tradesmen, who were now returning home.

RUSSIA DARE NOT MAKE PEACE.

Continuing, Mr. Little said that a correspondent of one of the Russian papers who was shut up in Port Arthur during the siege informed him that Russia dare not make peace. First, because she could not let her people know how badly she had been beaten, and secondly, because as soon as peace is signed there would be some fifty thousand prisoners to return to Russia, which is equivalent to fifty thousand revolutionaries.

Mr. and Mrs. Little go up to Kandy this morning and will visit the Botanical Gardens, returning to Colombo in the afternoon, when they will resume their voyage home, concludes the journal. They will return to China in the autumn via America, as Mr. Little has large mining interests there.

THE DANGERS OF BLOCKADES RUNNING.

SEIZURE OF THE "HEATHCROFT" AND HER CARGO.

The latest complication—and a very huge tangle it looks like, says the *Ceylon Independent* of the 14th inst.—is that of the Heath Line, and especially in so far as to what the upshot will be. The case is this: Certain steamers are fixed out nominally to Manila, Shanghai, and Amoy, the ultimate port really being Vladivostok, and apparently the owners run the war risk themselves; at any rate, that risk is not insured against. Those steamers being heavily mortgaged, the mortgages set not only them, but the rest of the fleet; and in the case of steamers bound for Vladivostok, have stopped them, and are giving the merchants at home notice that one cargo will be landed at Colombo, from the steamer *(Heathcroat)* which is here at present; another at Manila; and the third at Amoy, the nominal destination. As to the latter steamer (*Heathcroat*) her cargo was on fire recently as reported in the columns of the *Independent*. The sale of her cargo has been recommended as the cheapest way out of the mess that is, of course, solely with regard to the fire. His will obviate the difficulty caused by the mortgage procedure in this case, but so far as the action generally is concerned, the complications that must ensue are immense, and are increased by the fact that the owners had nearly all the freights paid in advance. The general opinion is that the whole business is extremely involved, and will be most disastrous for all parties concerned. Already the merchants at home are beginning, it is said, to give notice that they will not charter steamers that have mortgages on them, and this gives rather a comical turn to the position, for where will they find such vessels? That merchants should have ever thought of such a thing is, perhaps, because they do not know that it is fashionably now-a-days to dub mortgages "debentures."

NAVAL NOTES.

Captain Hannah of the *s.s. Calchis*, which arrived in port to-day from Singapore, reports that he sighted this morning soon after nine o'clock off Lintin Island three battleships and two cruisers, names unknown, but believed to be British.

Prince Louis of Battenberg has, a correspondence assured, notwithstanding his preoccupation in his present command, devised a remarkable improvement in the system of signalling in the British Navy. The system has been submitted to the experts of the service and declared to be infinitely beyond any system in existence in the European services. The American signalling service was thought to be the best in operation, but this is said to be far better. This, at all events, is the view of the British naval authorities.

NEW COTTON MILL

FOR MESSRS. SASSOON.

On India, the 6th inst., a large gathering met at Chinchpookli, India, to witness the opening ceremony of a new Mill, called the Rachel Sassoona Mill, founded by Messrs. E. D. Sassoona and Co., the well-known mill proprietors of Bombay. Mr. Nathan, the Superintendent of the Mills in delivering his opening address, congratulated the senior partner of the firm, Mr. Jacob Sassoona, upon his fresh venture in the field of mill industry, and after wishing the new mill every success made feeling reference to Mrs. Jacob Sassoona, after whom the mill had been named, who through ill-health was unable to be present. Mr. Jacob Sassoona, who, on rising to reply, was warmly applauded, rendered thanks for the kind references made to Mrs. Jacob Sassoona and for all the good wishes bestowed upon the new mill for its future success. Mr. Jacob Sassoona amid loud cheers then formally declared the Rachel Sassoona Mill opened, and the gathering then adjourned for refreshments. After being profusely garlanded, Mr. Jacob Sassoona and party, amid renewed cheering and applause, drove off.

SIAM'S SUCCESS.

In these days the first and last sign of progress is to borrow, so it is easy to understand why the Royal Siamese Government 4% per cent. Steier's loan received such a hearty welcome. The amount is a million, which is a very fair beginning, but Paris took one-half and of the balance only £30,000 was available for money-lenders here. It is understood that the applications reached eight millions in less than an hour, and the lists were then closed, sufficient evidence having been obtained that the Stock Exchange would take Siam to its bosom. The stock certainly looked cheap at 95%, and it was promptly sold to a substantial premium. The *P. & G. Gazette* is inclined to think that better terms might have been secured, but perhaps it is just as well for the Siamese that borrowing should not be made too easy. That would merely have encouraged extravagance.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 26th at 11.55 a.m. The barometer is rising over N. China and Japan, and falling slightly on the SE. coast of China.

Pressure is again high over N. China, and gradients are increasing along the coast.

Fresh N.E. winds will probably set in again over the Formosa Channel, and moderate S. backing to E. winds may be expected over the N. part of the China Sea.

Temperature—S. to E. winds, light to moderate, fall.

CHINONESE LOVE SONGS.

Translated, with introduction, by Cecil Clementi, M.A., late Demy of Magdalen College, Oxford. Member of the Land Court for the New Territories, Hongkong. At the Clarendon Press, Oxford, 1904.

If a man were permitted to make all the ballads of a nation, he need not care who makes all the laws of a nation."—*Richard's Ballads*.

It may well be that our opinion of the translation before us is not wholly unbiased; by Mr. Clementi's selection of this particular book to translate, to annotate, and to expound in learned prefaces,

"We quarrel with no rising analogue, for devoting attention to Cantonese character colloquial. That a Western student of a Chinese dialect, rich as Cantonese is in interesting and enlightening reading and, according as, written Cantonese certainly does a wondrous—we are inclined to affirm an unique—insight into native modes of thought and action, should be satisfied with the colloquial language of familiar conversation the sermo, usus, quotidian, popular, pedestris, vulgaris, rusticis, is little short of inexplicable.

Mr. Clementi does well to treat seriously Cantonese colloquial studies. If he is bent on prosecuting his researches vigorously and far, the field before him for exploitation is varied and extensive. Wink such as he is capable of doing will point many to higher standards and less limited ambitions. We can, not help wishing, however, that his painstaking and scholarly endeavour had been in another Cantonese colloquial channel. Our experience is that these Cantonese Love Songs are viewed with distrust and disfavour not only by "seditious old age and high officialdom," but also by another class that may properly claim to be heard on the question of their merits. The native moralists in China do not like song writers who devote their chief attention to Venus and Bacchus. *Quid nisus cum multo Venerem confundere vino.*

It is most be admitted that licentiousness is the most dangerous in proportion to the art and insinuating delicacy with which it is clothed.

The foreign dress of these songs is sufficiently trimmed with lace and embroidery. It is not an immodest or inelegant dress. Whether it is suitable and fitting is matter for the reader's taste.

That the songs have a wide popularity is most true and in our view the fact admits of ready explanation. Felicitous quotations, references and allusions derived from high sources never fail to delight the literary Chinese and to give a certain sanction to literature of the class to which this volume belongs. Where the quotations, allusions and references have the kind of setting that is here given them the fascination that they exercise will nigh becomes enchantment. Songs of love "unfeathered," classically flavoured and historically spiced may not be choice literature. There is, however, no mistaking the force of their appeal to certain aspects of human nature that are all too much in evidence at the gay and festive city of Canton.

In the volume of translation the noes explanatory of allusions and references occupy fifty pages. The student's attention is directed to sources and the information given will prove useful in matters more weighty than love songs.

As respects the problems raised by these songs and dealt with by the translator in his preface, view-point, will in nearly every instance determine judgment. The strength of latter-day Buddhist teaching as a means of consolation to oppressed and degraded womanhood we will not essay to gauge or measure. Let it be granted that Buddhism, as Chinese women know it, has ceased to deny the permanence of individual life; that it has altered Nervana into a heaven of conscious bliss, that it has dropped its atheism and adopted a vitalism, that it no longer teaches the uselessness of prayer and that it does present a merciful deity as an object of worship.

With all this the analysis of Buddhism as it appears in these songs leaves the humanitarian and philanthropist unconvinced of its sufficiency to satisfy what Longfellow calls "the marvellous heart of man."

Creeds are tested by lives, by the inspiration, guidance and direction they give to individuals and to society. The religion that does not secure for woman a higher place than she has attained in China cannot do all that is needed to set woman's heart at ease or to speak peace to her soul. Nor can we imagine the woman whose life's story is the theme of these songs and whose environment they so vividly portray finding delight in a faith which at its best and under quite other conditions cannot impart into human lives the joy of living.

Light shining within the recesses of a Chinese prison shows iniquitous cruelties that call to civilized humanity for redress. Light on the position of woman in China almost always incaps revealing the secrets of her prison-house, where man's inhumanity is seen in its more revolting aspects.

We will not carry further the comparison, which admits of being drawn in detail. We cannot have an exalted opinion of present-day Buddhism as a work-a-day faith. It is an inadequate basis of ethics, and a poor means of calming "the weary strife of frail humanity."

One or two observations on the place of song in Chinese life may fitly conclude this notice. That from the earliest times the Chinese have set a high value on songs as a means of education and especially of inculcating the virtues of industry, contentment and patriotism is clear from the frequency with which snatches of ancient song are introduced into the most esteemed classical literature.

For how long and to what extent the Chinese have had songs appropriated to various trades might prove an instructive inquiry. They have labour songs that touch the heart and lend vigour to the arm of the toiler. Such labour songs form no mean contribution to public happiness.

What Dr. Johnson noticed in the Highlands has many a parallel in modern China. "The strokes of the sickle were timed by the modulation of the harvest song in which all their voices were united." They accompany every action which can be done in equal time with an appropriate strain which they say has not much meaning but its effects are regularly and cheerfully. Boatmen working against the rapids on the rivers of China do precisely after the manner here described.

Songs written and unwritten must enter into any complete picture of Chinese manners. So true is this that native newspapers published in Hongkong are occasionally seen to summarise narrative, news and incident under the heading Canton Songs or Information in rhyme.

Mr. Clementi's skill, energy and taste might be used to advantage in compiling an anthology of Chinese songs with translations, prologues, notes and index. Such a work would certainly have a charm of variety which the "Cantonese Love Songs" seems to lack.

A collection of beetles may properly include a few specimens of the fine large variety of insect from a habitat not of the cleanest and most inviting. Too many of this sort, kind, would put us out of conceit with the instruction and laudable pursuits of the collector.

In Cantonese songs as in other lands Chinese the Western reader likes more "softs and mists."

RAUB REPORT.

The Manager's main report for four weeks ending March 25th, to the chairman and directors of the Raub Australian Gold Mining Co., is as follows:

"I beg to submit my monthly report on your mining and milling operations.

"The mine measurements and assay results of prospecting work show a total of 655 ft. for the period (4 weeks) under review, made up of 201 sinking, 94 driving, and 513 cross-cutting, as follows:

"MINES.

Bukit Komai, 410 ft. Level, South Drive.

This has been advanced 8 ft. bringing the total to 27 ft. The lode is 32 in. wide and worth 1 dwt.

At about 20 ft. from the cross-cut, a small branch passed into the west wall; this was followed for 5 ft. where it disappeared.

At 27 ft. Level, North Drive.

To this has been added 21 ft., making a total of 53 ft. The disturbance referred to in last report continues.

The footwall formation averages 20 in. wide,

and worth 3/4 dwt. The drive is now being turned to the footwall.

At 34 ft. Level, North Drive.

This has been advanced 26 ft. bringing the total to 30 ft. The lode averages 10 in. and worth 1 dwt, and now shows signs of narrowing, which corresponds with what happened in the level above, about this distance from the shaft.

At 34 ft. Level, North Drive.

This has been advanced 26 ft. bringing the total to 56 ft. The lode 36 in. wide is worth 1 dwt.

The foreign dress of these songs is sufficiently trimmed with lace and embroidery. It is not an immodest or inelegant dress. Whether it is suitable and fitting is matter for the reader's taste.

At 34 ft. Level, South Drive.

This has been sunk 15 ft., and is now 53 ft. deep. The depth is sufficient to connect with the 40 ft. when it is so far advanced, so sinking has been stopped.

At about 80 ft. the lode again came in, and continued to the bottom, average 30 in. wide, and worth 2 dwt.

At 34 ft. Level, Drive south on Branch.

This has been extended 9 ft., bringing the total to 83 ft. Some small bunches of mixed quartz matter have been passed through but of no importance.

Surface prospecting in the district of this Mine has been carried on in two places.

At about 800 ft. North East of the shaft on the outcrop of the East Lode, pannings from which have given very good results, a small winze has been sunk 33 ft. on the west side of the lode but this we have been obliged to abandon because of the water and soft nature of the clay.

Efforts, however, are now being made to expose the lode from surface.

The second place is about 500 ft. south of the Stopes shaft, and on the line of the main lode. Here the results are not encouraging. The outcrop is exposed for 6 ft., and the one cut, made through it, shows a lode 8 in. wide, and pans 6 dwt. Further work is being carried out, and preparations made for taking this stone to the Mill. This lode is not doubt a part of the main lode, the extension of which we expect to strike in Stopes cross-cut.

BUKIT MALACCA.

No. 2 Level, Drive south. This has been driven a further 12 ft., making an aggregate of 24 ft., and having passed the 1 ft. of the Ore-shoot, is now stopped. All work in the mine is suspended waiting the

DIPPING.

Arrivals.

Roos, Ger. a.s., 5,034, G. Meiners, 25th April—
Bremen 15th Mar., and Singapore 21st
April, Mails and Gen.—M. & Co.

Holstein, Ger. a.s., 985, J. C. Hansen, 25th
April—Tsingtau 20th April, Coal—J. & Co.

Macquaire, Br. a.s., 2,073, St. John George, 25th
April—Moj 21st April, Coal—G. L. & Co.

Norman Isles, Nos. a.s., 2,191, Sams, 25th
April—Moj 20th April, Coal—Order.

Quinta, Ger. a.s., 987, F. R. Frable, 25th April—
Saigon 21st April, Gen.—Order.

Cari Diederichsen, Ger. a.s., 774, H. Schlakken,
26th April—Haliphong and Holloway 25th
April, Geo.—J. & Co.

Tolv, Aust. a.s., 741, J. Engler, 25th April—
Bangkok 18th April, Rice—Hung Lee.

Chlyuen, Ch. a.s., 1,177, C. Stewart, 26th April—
Shanghai 22nd April, Gen.—C. M. S. N. Co.

Haliching, Br. a.s., 5,267, A. E. Hodges, 26th
April—Swatow 21st April, Gen.—D. L. & Co.

Kansu, Br. a.s., 1,110, W. Badley, 26th April—
Tientsin 11th April, Chefoo 18th, and
Swatow 26th, Gen.—B. & S.

Calcas, Br. a.s., 4,279, Hannah, 26th April—
Singapore 21st April, Gen—B & S.

Clearances at the Harbour Office.

Paul Beau, for Chikwan.
Paul Beau, for Canton.
Kuon-chow, for Chikwan.
Kuon-chow, for Canton.
Kuon-chung, for Chikwan.
Kuon-chung, for Canton.
Attack, for Canton.
Vingling, for Chikwan.
Pak Kong, for West River.
Dott, for Bangkok.
Tak Sing, for West River.
Tak On, for Canton.
Hoing, for Shau-tung.
Kamor, for Kobe.
Hua, for Quong-chow-wan.
Nubla, for Yokohama.
Chlyuen, for Canton.
Sungkian, for Iloilo.
Taria, for Shanghai.
Machin, for Swatow.
Singora, for Cebu.
Sun U, for West River.
Sildra, for Kobe.
Hongkong, for Haiphong.
Sun Chong, for Chikwan.
Sun Chong, for Canton.

Departures.

April 26.

Reins Fiel Friedrich, for Europe.
Taria, for Vancouver.
Glenfleck, for Amoy.
Katsow, for Singapore.
Planet Venus, for Yokohama.
Sengambala, for Yokohama.
Dufferin, for Taku.
Bechly, for Japan.
Kanior, for Canton.
Roos, for Shanghai, &c.
Namtang, for Calcutta.
Binduton, for Shanghai.
Hongkong, for Haiphong.
Sildra, for Kobe.
Harding, for Singapore.
Singora, for Cebu.
Sungkian, for Iloilo.
Ceylon, for Singapore.
Borneo, for Sandakan.

Passenger Arrived.

Per Chlyuen, from Shanghai—103 Chinese.
Per Room, from Southampton—Miss Boreo.
From Genoa—Mrs. and Miss Blaney, Consul G. Siemson, and Mr. C. Nicul Lihren, from Naples—Mr. F. C. Oswald, from Colombo—Miss E. Kofel, from Penang—Meiers, Meier, Leung Fee, Le Ng Khean, Young Hi Ko, Chesney Duncan, and Thee Pin Long, from Singapore—Mr. E. Schwartz, from Genoa—Mr. Erich Wallmann, from Naples—Mr. Anton Heimsoth, from Singapore—Mr. A. J. Cooper, Mr. K. Narina, and Mrs. Fehring, from Bremen—Mrs. Forum, from Genoa—Mr. See Hop, from Penang—Mr. Chub Cheon Theng, from Singapore—Mr. Chum Wing.

Per Calcas, from Singapore—490 Chinese.
Per Hatchin, from Swatow—Mr. Drack, and 107 Chinese.
Per Kanu, from Tientsin, &c.—Lieut. F. Chalandier, and 200 Chinese.

Vessels in Port.

STEAMERS.

Banca, Br. a.s., 5,995, J. B. Ferguson, 24th April—
Singapore 18th April, Gen.—P. & O. S. N. Co.

Caffia, Br. a.s., 1,309, R. Berger, 24th April—
Barry 3rd Mar., Coal—Order.

Chowia, Ger. a.s., 1,055, F. Spiesen, 22nd April—
Bangkok 16th April, Rice, &c.—B. & S. Co.

Chowia, Ger. a.s., 1,105, H. Textor, 24th April—
Bangkok 18th April, Rice—M. & Co.

Dott, Nor. a.s., 629, J. Gjære, 19th April—
Sotshaya 8th April, Sugar—Yuan Fat Tong.

Emma Luyken, Gen. a.s., 1,160, H. Martens, 24th April—Java (Pekalongan) 16th April—
Sugar—Chinese.

Gesa, Nor. a.s., 625, H. Dahl, 23rd April—
Bangkok 16th April, Rice and Rice-flour—
Chinese.

Hus, Fr. a.s., 703, Godin, 24th April—
Haiphong via Pakhol, Holloway, and
Kwong-chow-wan 23rd April, Gen.—A. R. M.

Iswonth, Br. a.s., 1,710, Cox, 18th April—
Saigon 16th April, Rice and Gen.—D. & Co., Ltd.

Langbank, Br. a.s., 2015, J. W. Rout, 21st April—
Singapore 14th April, Gen.—H. A. L.

Lightning, Br. a.s., 2,722, J. G. Spence, 24th April—
Calcutta 8th April, Peeling and
Singapore 19th April, Gen.—D. S. & Co., Ltd.

Madeleine, Rickmers, Ger. a.s., 1,057, D. Reitman, 10th April—Bangkok 1st April—
Rice and Mas—M. & Co.

Mongolia, Am. a.s., 8,710, W. P. S. Ponar, 23rd April—San Francisco 18th April, Hanover 22d, Yokohama 1st April, Kobe 15th, Nagasaki 16th, and Shanghai 1st, Malls and Gen.—P. M. S. Co.

Nobia, Ger. a.s., 2,626, G. Habel, 24th April—
Moj 17th April, and Swatow 21st, Gen.—
H. A. L.

Numania, Ger. a.s., 2,803, H. Brebner, 23rd April—
Portland and Moj 18th April—
P. & A. S. S. Co.

Rajpest, Br. a.s., 5,015, Geo. Craig, 21st April—
Moj 11th April, Coal—J. M. & Co.

Tanglo, Ger. a.s., 1,280, Fr. Lenns, 20th April—
Saigon 15th April, Rice and Gen.—
Chinese.

Tolosa, Br. a.s., 3,121, N. A. Stanley, 21st April—
Singapore 11th April, Petroleum—A. K. & Co.

Yussouf, Br. a.s., 1,121, P. H. Rose, 25th April—
Manila 22nd April, Gen.—J. M. & Co.

Zafira, Br. a.s., 1,011, A. Rodger, 24th April—
Manila 22nd April, Gen.—S. T. & Co.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,301, D. H. Rivers,
16th Mar., Philad., via 16th Oct., 1902
Case Oil, S. O. Co.

S. P. Hitchcock, Am. ship, 2,586, E. V. Gates,
22nd Mar., from New York, Oil and Wax—
S. O. Co.

West York, Br. b.s., 720, W. J. L. Post, 18th April—
Newcastle 15th Jan, Coal—E. A. T. Co.

Steamers Expected.

Vessels From Agents Due

Tilimah Macassar, C. J. I. L. April 21
China P. M. Co. April 22
Emp. of Japan G. P. R. Co. April 22
Ernest Simon Singapore, M. M. & Co. May 1
Suhang Singapore, M. M. & Co. May 1
Arabs Portland, M. M. & Co. May 1
P. Sigismund Sydney, M. M. & Co. May 1
Kumhang Singapore, M. M. & Co. May 1

Hongkong & Whampoa Dock Returns.

Kowloon at Kowloon Dock

Fatshan " "

B. Bjornsen " "

Linton " "

Numantia " "

Gea Campanolian

Ships Passed The Canal.

Outward—18th March—Bantu, Senigambia, Promethus 1st April—Arcadia, Yunnan, 4th April—Aigencourt, Demiblaster, Monkstone C. Ferd. Laut, Nippon, Bimboor, Satsuma, Transit, Wilh. 7th April—Ernest Simon, Verona, 8th April—Monach, St. Egbert, Indian, 11th April—Kinlack, Trav, Athens, Tibergian, Charles, Wethon, Sofang, 15th April—Ningchow, Menelau, Almara, Palmo, Sulteur, 18th April—Andalusa, Bayern, Benlomond, March, Tige, Bresavia, Sambla, Sleton, St. George.

Homeward—18th March—Rat, Ista, 1st April—Caldonian, Druceon, Prinses Alba, 11th April—St. Hugo, 15th April—Japan, 18th April—Occean, Fersa, Richmond Castle.

Arrivals at Home—23rd March—Himalaya, 28th March—Glauco, 31st March—Java, 1st April—Gaelic, Ambria, Croydon, China, Sachien, 4th April—Aja, 8th April—Glaes, Caldonian, 11th April—Idomenus, 15th April—Buccaneer, Formosa, 16th April—Alisia, Baralong, Glenlogan, Seneca.

Post Office.

A Mail will close for—
Quang-chow-wan, Pakhoi, Pakhoi and
Haiphong—Per Hua, 27th April, 9 A.M.
Swatow, Amoy and Foochow—Per Haiphong, 27th April, 10 A.M.
Macao—Per Huenching, 27th April, 14 & 15 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco—Per Mongolia, 28th April, 11 A.M.
Macao—Per Huenching, 28th April, 11 P.M.
Manila—Per Yunnan, 28th April, 3 P.M.
Shanghai—Per Amara, 28th April, 3 P.M.
Shanghai, Chinkiang and Wuhu—Per Lydia, 28th April, 4 P.M.
Manila—Per Zafiro, 29th April, 9 A.M.
Macao—Per Huenching, 29th April, 11.5 P.M.
Tsingtao, Chefoo and Tienin—Per Kantsu, 29th April, 3 P.M.
Shanghai—Per Wossing, 29th April, 5 P.M.
Frederick, Wilhelmsfalen, Herberthof, Prins Waldemar, and May, 10 A.M.
Shanghai, Moj, Kobe and Yokohama—Per Tsimshai, 10th April, 10 A.M.
Euope, G. & I. India, v/a Tucinor—Per Armand Belo, and May, 11 A.M.
Singapore, Penang and Calcutta—Per Lightning, and May, 2 P.M.
Manila—Per Tern, and May, 3 P.M.
Cebu and Holla—Per Kajfong, 5th May, 3 P.M.
Manila—Per Loongtang, 5th May, 3 P.M.
Manila—Per Ruli, 6th May, 9 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelade, and Perth—Per Empire, 6th May, 10 A.M.
Europe, G. & I. India, v/a Tucinor—Per Coronadels, 6th May, 11 A.M.
Singapore, Penang and Calcutta—Per Sultang, 9th May, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Ver-o-peso, U.C.—Per Empress of Japan, 10th May, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelade, and Perth—Per Empire, 6th May, 10 A.M.
Per Calkas, from Singapore—490 Chinese.
Per Hatchin, from Swatow—Mr. Drack, and 107 Chinese.
Per Kanu, from Tientsin, &c.—Lieut. F. Chalandier, and 200 Chinese.

Vessels in Port.

STEAMERS.

Banca, Br. a.s., 5,995, J. B. Ferguson, 24th April—
Singapore 18th April, Gen.—P. & O. S. N. Co.

Caffia, Br. a.s., 1,309, R. Berger, 24th April—
Barry 3rd Mar., Coal—Order.

Chowia, Ger. a.s., 1,055, F. Spiesen, 22nd April—
Bangkok 16th April, Rice, &c.—B. & S. Co.

Chowia, Ger. a.s., 1,105, H. Textor, 24th April—
Bangkok 18th April, Rice—M. & Co.

Dott, Nor. a.s., 629, J. Gjære, 19th April—
Sotshaya 8th April, Sugar—Yuan Fat Tong.

Emma Luyken, Gen. a.s., 1,160, H. Martens, 24th April—Java (Pekalongan) 16th April—
Sugar—Chinese.

Gesa, Nor. a.s., 625, H. Dahl, 23rd April—
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Haiphong via Pakhol, Holloway, and
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Langbank, Br. a.s., 2015, J. W. Rout, 21st April—
Singapore 14th April, Gen.—H. A. L.

Lightning, Br. a.s., 2,722, J. G. Spence, 24th April—
Calcutta 8th April, Peeling and
Singapore 19th April, Gen.—D. S. & Co., Ltd.

Madeleine, Rickmers, Ger. a.s., 1,057, D. Reitman, 10th April—Bangkok 1st April—
Rice and Mas—M. & Co.

Mongolia, Am. a.s., 8,710, W. P. S. Ponar, 23rd April—San Francisco 18th April, Hanover 22d, Yokohama 1st April, Kobe 15th, Nagasaki 16th, and Shanghai 1st, Malls and Gen.—P. M. S. Co.

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Rajpest, Br. a.s., 5,015, Geo. Craig, 21st April—
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Tanglo, Ger. a.s., 1,280, Fr. Lenns, 20th April—
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Singapore 11th April, Petroleum—A. K. & Co.

Yussouf, Br. a.s., 1,121, P. H. Rose, 25th April—
Manila 22nd April, Gen.—J. M. & Co.

Visitors at the Hotels.

CRAIGBURN.

Burnett, H. J. Smith, E. Grant
Dunn, G. H. Smith, Mr. and Mrs.
Franklin, G. Grant
Gaskell, Mr. and Mrs. Smith, H. Percy
Morrell, G. E. Webb, Mr. and Mrs.
Nicholls, E. A. Montague
Ridder, E. M. Lieut. Woodward, Mr. and Mrs.
Commander & Mrs. and children

OCCIDENTAL.

Andrews, Mr. and Mrs. Merchant, Capt. and family
and family Marlin, Mariano
Bockholm, L. McCull, Mrs. and children
Bohlan, O. Moser, E.
Chandler, Lieut. Munro, Miss A.
Fisher, R. Pennington, Mrs.
Gerard, Capt. J. C. Pennington, Mrs.
Hulby, Major M. R. Plagge, Dr.
Kerkhoven, Mrs. and Mrs. Pirne, Silviano Lopes
family Schalkeier, Capt. and Mrs.
Key, Dr. Schidler, Mr. and Mrs.
König, Dr. Schidler, Mr. and Mrs.
Kroll, Mr. and family
Lowe, Mr. and Mrs. Williams, Mrs. C. W.
C. and daughter Winter, J. R.
Marchant, Mrs. and Yarnell, Mrs. H. E.
children

KOWLOON.

Buxton, Lady H. Jones, Frederic
Carrick, Mr. and Mrs. Maclean, Liston J.
A. F. Mitchell, Mr.
Eustice, Bert. Stevenson, Lt. Condo
Gibbs, Capt. and Mrs. Tuke, Capt. and Mrs.
Hedot, E. M. L. Watson, Mr. and Mrs.
and Mrs. Mackay, W. H.

April 24, 1905.

Barometer 30.03

Temperature 70°

Humidity 74

Rainfall 0

April 25, 1905.

Barometer 30.03

Temperature 70°

Humidity 74

Rainfall 0

April 26, 1905.

Barometer 30.03

Temperature 70°

Humidity 74

Rainfall 0

April 27, 1905.

Barometer 30.03

Temperature 70°

Humidity 74

Rainfall 0

April 28, 1905.

Barometer 30.03

Temperature 70°

Humidity 74

Rainfall 0

April 29, 1905.

Barometer 30.03

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC."

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. DUMBEA.....16th May.
S.S. ERNEST SIMONS...30th May.
S.S. POLYNESIEN.....13th June.

G. DE CHAMPEAUX,
Agent.
Hongkong, 18th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
Straits, Ceylon, Australia, India
Aden, Egypt; Mediterranean
Ports, Plymouth and
London.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL".
Captain G. M. Monford, R.N.R., carrying His
Majesty's Mails, will be despatched from
BOMBAY, on SATURDAY, the
6th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,221 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.
Hongkong, 22nd April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.
Lyra.....4,417 G. V. Williams At. May 2
Hyades.....3,753 Geo. Wright, " May 23

Cargo only.
Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shayamut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.
Qdean's Building.
Hongkong, 25th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 40, Fötinger Street.

IT IS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying (Brass), also Automatic Cyclostyle
and Elkins Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ATEST Pattern, Large Grand VICTOR
GRAMAPHONE, together with One
Hundred Records of all the up-to-date pieces.
Price \$250
or offer.

Apply to
"GRAMAPHONE,"
C/o Hongkong Telegraph,
Hongkong, 22nd April, 1905. [499]

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 3½ Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to
ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings.
Hongkong, 13th April, 1905. [469]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10 per case of 48 bottles (quarts),
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:-
SIEMSEN & CO.
Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 2nd May, 1905. [54]

TO LET.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection; CON-
NAUGHT ROAD (near BLAKK PIER).

GODOWNS: PRAYA EAST.

Apply to:-

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th March, 1905. [69]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to:-

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 16th March, 1904. [70]

TO LET.

A LARGE AND COMMODIOUS HOUSE
TO LET IN MACAO.

NO. 93, Street "CONSELHEIRO FERREIRA
D'ALMEIDA."

Apply to:-

SANTA CASA OFFICE,
MACAO.
Macao, 20th April, 1905. [498]

Dentistry.

THE AMERICAN SYSTEM
OF

M. H. CHAUN, D. D. S.

57, DES VUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [67]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904. [66]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT THEIR PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				\$1,000,000 \$80,000,000 \$250,000 \$175,333 \$191,733	\$1,493,408	Div. of £1.10/- and bonus of £1 (ex- change) 1/1/01-9/16=\$15.40 for second half year 1904	11 %	(\$285 buyers London 180)
Hongkong & Shanghai Banking Corporation	80,000	\$25	\$25			\$2 (London 3/5) for 1903	5 %	\$37
National Bank of China, Limited	99,925	\$7	\$7					
MANE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,193	\$150,494	\$17 for 1903	61 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,002 \$362,166 \$371,445	Nil	\$4½ for year ended 30.1.1904	71 %	\$57
North China Insurance Company, Limited	10,000	\$15	\$15	Tls. 800,000 \$1,217,119		Final of 16/- making £1 for 1903	8 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,800,000 \$20,000 \$727,749 \$89,110 \$86,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$260 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,075 \$25,501	\$86,284	\$12 and \$3 special dividend for 1903	98 %	\$160 buyers
CHINA FIRE INSURANCE COMPANY, LIMITED	20,000	\$100	\$20	\$125,075 \$25,501	\$310,047	\$6 dividend & \$1 bonus for 1903	84 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$15,000 \$40,000	\$1,207,503	\$34 for 1903	11½ %	\$307½
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$15,000 \$25,459	\$8,832	\$1 for 1904	5 %	\$21 sellers
Douglas Steamship Company, Limited	20,000	\$30	\$30	\$50,000 \$60,000 \$158,444	Nil	\$2 for year ended 30.6.1904	52 %	\$35 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$125,000	\$2,160	\$1 for second half year 1904	98 %	\$26½ sellers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,000,000 \$10,000	\$5,853	10/- for 1903 @ 1/10 5/16=\$5.378	41 %	\$23
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	\$18.50	\$18.50	Tls. 25,000 \$14,000	Tls. 43,762	Tls. 21 fl. final making Tls. 4½ for 1904	81 %	Tls. 54 buyers
"Shell" Transport and Trading Company, Limited	3,000,000	\$1	\$1	\$41,116	\$58,852	Tls. 14 fl. final making Tls. 3½ for 1904	8 %	Tls. 47 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$50,000 \$15,093	\$1,287	Interest of 1/4 (Coupon No. 5) for 1904	5 %	\$37½
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,775 \$130,153	\$21,231	\$1.80 & b. 40 cts. for year ending 30.4.04	51 %	\$28½
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	\$10 for 1904	8 %	\$165 sellers
REFINERIES.						Final of Tls. 18 making T		